

### **Remarks**

The Examiner's comments with respect to the drawings are noted, and new drawings are submitted herewith. It is believed that the replacement drawings clearly disclose all features of the invention. The "another carriage 36" has been removed.

The rejection under 35 U.S.C. 112, second paragraph, of claim 1 as being indefinite because the supporting rail and the pull out rail do not contact each other is noted, and the claim has been amended to reflect that the "at least one first carriage" is positioned between the intermediate rail and the pull out rail.

The rejection of claims 1-3 and 6 under 35 U.S.C. 103(a) as being unpatentable over US Patent 6,244,678 to Dopp in view of US Patent Publication 2003/0197452 to Kung is respectfully traversed. Dopp has conventional bearings 49 (column 2, line 65) located between the rails to provide smooth and easy extension and retraction of the rails. Applicant's carriages 34 provide this function utilizing rollers 54. Dopp has a stop mechanism formed of two separate pieces 8, 12 (column 2, line 59). Applicant's carriages 34 also perform this function in a single U-shaped piece 34 with bumpers 56 and stops 28. The conventional bearings 49 of Dopp, if they are to be compared to applicant's carriages 34, are in different planes from each other and are not in the same plane as is the case with applicant's carriages 34 as reflected in the drawings and in the language of claim 1. The Dopp bearings 49 are arranged in vertical planes. Applicant's rollers 54 performing the same function are in vertical and horizontal

planes in the substantially straight walls 44, 46, 48 forming U-shaped member 50.

Claim 1 and other claims have been amended to emphasize some of these differences. Should the secondary reference, Kung, be considered (and applicant does not believe it should be since the primary reference Dopp is so structurally different from applicant's device), the rollers 42, 43 forming a structure somewhat similar to applicant's carriages 34 reside in two different planes as compared to applicant's same plane carriage arrangement.

It is believed that the claims define over Dopp and are in condition for allowance

It is submitted that the claims as presently written define over the references cited and applied by the Examiner. Accordingly, it is respectfully requested that a Notice of Allowance be issued.

Respectfully submitted,

Date: 4-26-2006

A handwritten signature in cursive script that reads "Charles Y. Lackey". The signature is written in dark ink and is positioned to the right of the date.

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